

APPENDIX D

RECORD OF MEETINGS SUBSEQUENT TO SCOPING PROCESS

Coordination Meeting with Environmental Interest Groups

July 19, 2002

Agenda

Meeting Minutes

Attendance List



51 S. New Jersey St., 2nd Floor
Indianapolis, IN 46204
317.955.8395 317.955.8479 FAX

AGENDA

PROJECT	Gary/Chicago Airport EIS Coordination with Environmental Interest Groups
MEETING DATE	July 19, 2002 10:00 a.m. to 11:30 a.m.

DISCUSSION TOPICS

- Review of activities since our last briefing meeting and Public Scoping Meetings
- Planning Process Overview
 - Review of Part One Scoping Process and Scoping Document*
 - General discussion about phased preparation of EIS document*
 - Overview of Part Two Planning Activities*
 - Anticipated time schedule*
- Refresher on Development Projects Under Review
- Rail Relocation Routing Analysis Update
- Open Discussion



51 S. New Jersey St., 2nd Floor
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MEETING MEMO

MEETING

Coordination with Environmental Interest Groups
Gary/Chicago Airport EIS

MEETING DATE

July 19, 2002, 10:00 a.m.

DISCUSSION SUMMARY

A meeting was held with the representatives from various local environmental interest groups during the Part One Scoping Process for the Gary/Chicago Airport. In this meeting, held in January of 2002, these groups asked that we convene a second meeting as soon as possible to provide early information about the rail relocation routes under consideration by the airport. The primary purpose of this meeting was to hold such a meeting as early as possible during the Part Two planning process for the EIS. Although the rail relocation analysis has not yet been completed by TranSystems and a preferred route is yet to be adopted by the airport board, as much preliminary information as possible was provided. A sign-in sheet for the group attending this meeting has been attached to the back of this meeting memorandum.

The activities that have occurred since January 2002 were overviewed, including the decision to proceed with preparation of a Draft Environmental Impact Statement. TranSystems has been working closely with various stakeholders to evaluate the alternatives for relocating the E.J.&E. Railroad, which creates an obstruction to the primary runway, requiring a non-standard runway safety area.

Bob Gyurko of the Gary/Chicago Airport Authority described four rail relocation routes/alternatives that have been under analysis using an aerial photograph to illustrate each route. These alternatives will be described in detail within the EIS documentation. One alternative required a relocation of the route in a temporary way, to swing the rail line to the northwest of the runway extension; however, this route would eventually conflict with the long-term vision for a relocated terminal area. Two alternatives studied routes south of the Toll Road, which required additional grade crossings and would create more operational disruptions because of the distance. A fourth alternative requires cut and cover construction, to tunnel the rail line in place to below the runway extension. This is thought to be the most

costly from an initial construction investment, but with the least operational impacts to the owner (keeping the same route). It also provides some interesting long-term opportunities.

The meeting with the environmental interest groups provided a forum for an open discussion about what initial issues came to mind in regard to evaluating the environmental impacts of the rail relocation project. The topics raised have been identified in the following summary:

If considering rail relocation off airport site

- The location of the Ivanhoe nature preserve needs to be noted carefully when studying options that re-route the track south of Toll Road
- Need to clearly define what grade crossing impacts are under each alternative; new versus existing crossings
- How does this relate to the Four City Consortium's efforts

If considering cut and cover rail tunneling option

- Preliminary engineering information needed to describe how it would work in order to evaluate environmental impacts (depth and how stabilized)
- Determine depth of cut needed to provide solid base for anchoring construction
- Would a piling be used to anchor the construction
- Slurry wall construction versus anchoring system
- How do you make sure the tunnel doesn't float
- Need to address hydrology issues
- Careful consideration of water table and subsurface soils needed
- What will the hydrological effects be on other sensitive areas
- The current low level of the lake must be taken in consideration; expect the water table to fluctuate, the lake level is down now
- Concern about excavation into a "superfund" site
- How would the clean up be managed
- Has this technique been used in an area with similar geological trends
- What costs and time delays would be encountered by tunneling option
- Would there be more utility relocation costs with cut and cover alternative
- Would the FAA place restrictions on the types of loads carried on this rail line because it is under an active runway
- Would this type of operation be approved as safe by rail authorities

Other Rail Relocation Alternatives

- Why not look at an alternative relocating the rail line to the east through East Chicago
- What if the cut and cover route was different than the existing location to avoid Conservation Chemical cleanup site, i.e., still tunnel but farther to northwest
- Important to evaluate where any excavation and disposal of waste would not effect environmentally sensitive areas

Other General Comments

- Attendees were notified that the release of the Chicagoland Rail Relocation Study could invalidate the rail relocation alternatives for the airport improvement project
- There are significant natural areas within close proximity of this site
- Proximity of the runway to the Toll Road
- Location of tanks to extended runway
- It is important to demonstrate the importance of a functional outcome, i.e., the economic picture of Northwest Indiana is dependent on keeping rail activities functional
- Will doing the overall improvement project improve the environmental situation by providing a cleaner area than is there now

c: Paul Karas
Bob Gyurko
Mike MacMullen
Attendees

Environmental Impact Statement - Part Two

July 19, 2002, 10:00 a.m.

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Environmental Impact Statement – Part Two



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Page 2 of 2

Coordination with Agencies Meeting

February 24, 2003

Agenda

Meeting Minutes

Attendance List



AGENDA

51 S. New Jersey St., 2nd Floor
Indianapolis, IN 46204
317.955.8395 317.955.8479 FAX

PROJECT	Gary/Chicago Airport EIS Agency Meeting – Purpose and Need
MEETING DATE	February 24, 2003 10:30 a.m. to 12:00 p.m. CST

DISCUSSION TOPICS

- Introductions
- EIS Process Overview
- Review Briefing Papers
 - Briefing Paper 1 – Introduction*
 - Briefing Paper 2 – Purpose and Need*
- Agency Questions Regarding Purpose and Need
- Introduction of Rail Relocation Analysis Process
- Public Information Open House on March 4, 2003
- Open Discussion



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MEETING MEMO

MEETING

Coordination with Agencies
Gary/Chicago Airport EIS

MEETING DATE

February 24, 2003, 10:30 a.m.

DISCUSSION SUMMARY

This meeting was held to solicit comments from Federal and State agencies on the Purpose and Need being prepared for the Gary/Chicago Airport Environmental Impact Statement (EIS) and to review alternatives being considered for the relocation of the Elgin, Joliet and Eastern (EJ&E) Railway. A sign-in of the agency representatives in attendance has been attached.

Sue Schalk of Aerofinity, Inc., opened the meeting by overviewing the proposed improvements that are being reviewed in the EIS. She emphasized that there has been no change in this list since the group last met in 2002.

Overview of Purpose and Need

Scott Snyder of the FAA Chicago Airports District Office overviewed the intent of the Purpose and Need Statement. Purpose and Need Statements are usually developed based upon forecast activities. In the case of the Gary/Chicago Airport, the purpose of the proposed development is based upon the need to better serve the current users of the airport and to make the facility more attractive to potential users. In particular, proposed improvements are needed to meet current FAA safety requirements and to enhance the facilities to better serve current users of the airport.

Agencies are being asked to provide comments on the Purpose and Need and briefing papers 1 and 2 (distributed in advance of the meeting) by March 14, 2003 to Scott Snyder. Postcards will be sent following today's meeting to allow agencies to confirm whether or not they will be submitting comments.

Proposed Indiana National Guard Development

Sue Schalk stated that the potential for another new development on the airport has recently been identified. The Indiana National Guard is considering the development of a First Responder Medical Unit on the airport. This project is not being considered as part of this EIS, but will be environmentally reviewed as appropriate concurrently.

Ken Ross of New Generation Consulting provided an overview of the proposed development. He stated that Congressman Visclosky has been working with the Indiana National Guard to move a portion of a First Responder Medical Unit currently located at the Shelbyville Municipal Airport to Gary/Chicago Airport. He explained that the operation would need to occupy approximately 50 acres of land to support five Black Hawk helicopters and an occasional C-130 aircraft. It is anticipated that there will be 60+ full-time employees on the base; additional part-time personnel would be on the base for weekend activities. A meeting was held earlier this morning to discuss the project with the FAA.

The development is on the federal list for funding in 2009, but Congressman Visclosky is working to have it accelerated so that design might begin as early as 2004 and construction in 2005. Environmental impacts associated with this development will likely include wetlands. The Indiana National Guard is currently beginning an environmental review of the area and has retained a consulting firm specifically to delineate the wetlands.

At this time, it is believed that the environmental review of the Guard facility will run concurrently with the EIS. The Guard's environmental review will be tied to the EIS with regard to cumulative impacts. The FAA will also most likely be a cooperating agency providing comment on the project. Depending on the impacts of the two projects, development of a master plan for the mitigation of wetlands and other habitat disturbance is being considered. Plans are still very preliminary.

The type of environmental review (EA or EIS) has not been determined at this time.

EJ&E Rail Relocation

In order for the airport's primary runway to meet FAA standards and/or be extended to 8,900 feet, it is necessary to relocate the EJ&E Railway so that it does not conflict with the runway safety area requirements. The need to relocate the railroad has been identified since the 1970s when the runway was extended to its current 7,000 feet. The additional runway length is needed to better serve the current users of the airport.

The Airport Authority has retained TranSystems Corporation to identify alternatives for the railroad relocation. David Hadley, representing TranSystems Corporation, overviewed the alternatives being considered for the relocation of the EJ&E railway to allow the extension of the airport's primary runway. He stated that as many as ten alternatives have been considered for the rail relocation. Alternatives have been eliminated based upon their ability to meet the objectives of the airport project, allowing the EJ&E to remain competitive and to

allow them to continue to dispatch all of their own trains. Based upon these criteria, two alternatives remain acceptable to the EJ&E. He overviewed the two alternatives.

One of the alternatives being considered would be a route to the west. This route meets the EJ&E objectives because it allows them to continue to dispatch their own trains, and adds less than one mile to the existing route.

The second option still being considered is a modification of an earlier alternative that was considered. This route would be primarily located parallel to the South Shore line south of the Indiana Toll Road to Clark Road and then connecting to the north at a point where there is an abandoned interchange ramp for access to the main line at Pine. This alternative would provide some additional marketing opportunities for the EJ&E to intersect with the South Shore rail to pull coal to the steel plants located north of the airport.

He also stated that there is a third alternative that would combine segments of the EJ&E rail relocation required to allow the airport improvements, with segments of the relocation of the CSX Porter branch and the IHB dune Park Branch being proposed by the Four Cities Consortium. At this time, the EJ&E Railway is not endorsing this alternative because it results in significant additional operating expenses. Additional consideration of this alternative to determine if an agreement could be reached that would allow the EJ&E to meet their objectives would be necessary for it to remain as a viable alternative.

Other alternatives that have been considered during the study process included tunneling the railway under the proposed airport runway extension. This alternative could be combined with another proposal, which involves the creation of a multi-modal station that could house the South Shore commuter service and any future high-speed rail. Due to the technical factors of this alternative, it is not being pursued at this time; however, the concept of a multi-modal terminal is still a viable alternative.

The group was reminded that nothing has been finalized on these alternatives. Additional environmental review will be required. For purposes of the EIS, alternatives do not have to be narrowed to a preferred alternative. Multiple viable alternatives can be carried throughout the process.

A Public Open House on the EIS and rail alternative is scheduled for Tuesday, March 4, 2003. It will be held in the passenger terminal at the airport from 3:00 p.m. to 7:00 p.m. Public notices regarding the Open House have been issued.

Agency Representative Comments

Sam Wolfe – Indiana Toll Road District – Views the proposed airport development as being compatible with the improvement of the Indiana Toll Road

Curtis Vosti – City of Hammond – The City of Hammond is interested in seeing additional analysis of noise impacts. Sue Schalk: Additional noise analysis will be conducted in the next phase of the EIS.

Charlie Simon – Corps of Engineers – Asked if there had been consideration of separating the Purpose and Need for the runway safety area improvements from the runway extension. Sue Schalk: Both improvements were based upon a need to better serve current users of the airport. Charlie Simon asked if forecasts have been reviewed based upon recent losses of air service. Sue Schalk: The loss of air service has been reviewed and analyzed as a part of the briefing papers. Charlie Simon also stated that the Corps of Engineers might need an additional week to comment on the Purpose and Need.

Curt Vosti – City of Hammond – Asked if the Purpose and Need statement was based upon all of the information received on the railroad relocation alternatives. Sue Schalk: The relocation of the railway is necessary to meet federal criteria for the existing runway length and/or to extend the runway to 8,900 feet. The rail relocation is a part of the first bullet of the Purpose and Need statement. The Purpose and Need statement is not expected to change as a result of the rail relocation analysis findings.

Justin Murphy – Four Cities Consortium – Stated that he believed the alternative identified by the Four Cities Consortium viable alternative had not been fully explained. Mr. Hadley further reviewed the alternative that has been endorsed by the Four Cities Consortium. He stated that it was not considered viable by the EJ&E at this time because it does not meet the objective of allowing them to dispatch their own trains, is more expensive than the other two alternatives and would result in additional operating costs to them. If an agreement could be reached between the EJ&E and the other railroads to address these objectives, it could be a viable alternative.

Sam Wolfe – Indiana Toll Road – Questioned whether or not Alternative 2 provided clearance to meet glide slope requirements. David Hadley stated that it had been reviewed and met the required clearances.

There was additional discussion about the potential closure of Clark Road. Gwen Adams, City of Gary, Four Cities Consortium, stated that because it is a key route for delivery trucks to reach the casinos, the City of Gary would request that it remain open.

The group was reminded that a Public Open House on the EIS and rail relocation alternatives is scheduled for Tuesday, March 4, 2003. It will be held in the passenger terminal at the airport from 3:00 p.m. to 7:00 p.m. Public notices regarding the Open House have been issued.

Environmental Impact Statement - Part Two

Agency Meeting

February 24, 2003



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Coordination with Environmental Interest Groups Meeting

February 24, 2003

Agenda

Meeting Minutes

Attendance List



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AGENDA

PROJECT	Gary/Chicago Airport EIS Coordination with Environmental Interest Groups
MEETING DATE	February 24, 2003 2:00 p.m. to 4:00 p.m.

DISCUSSION TOPICS

- Review of activities since our last briefing meeting on July 17, 2002
- Planning Process Overview
- Refresher on Development Projects Under Review
- Rail Relocation Routing Analysis Update
Introduce Master Plan Concept for Mitigation Measures
- Public Information Open House March 4, 2003
- Open Discussion



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MEETING MEMO

MEETING

Coordination with Environmental Interest Groups
Gary/Chicago Airport EIS

MEETING DATE

February 24, 2003, 2:00 p.m.

DISCUSSION SUMMARY

This meeting was held to update environmental interest groups on the progress of the Environmental Impact Statement (EIS) being prepared on proposed improvements to the Gary/Chicago Airport, and to solicit comments on the Purpose and Need Statement that has been prepared. Alternatives being considered for the relocation of the Elgin, Joliet and Eastern (EJ&E) Railway were also reviewed.

Sue Schalk of Aerofinity, Inc., began the meeting by overviewing the proposed improvements that are being reviewed in the EIS. She emphasized that there has been no change in this list since the group last met in 2002.

Overview of Purpose and Need

Scott Snyder of the FAA Chicago Airports District Office overviewed the intent of the Purpose and Need Statement. Purpose and Need Statements are usually developed based upon forecast activities. In the case of the Gary/Chicago Airport, the purpose of the proposed development is based upon the need to better serve the current users of the airport and to make the facility more attractive to potential users. In particular, proposed improvements are needed to meet current FAA safety requirements and to enhance the facilities to better serve current users of the airport. He asked that comments from the meeting participants be returned to him by March 14, 2003.

Proposed Indiana National Guard Development

Sue Schalk stated that the potential for another new development on the airport has recently been identified. The Indiana National Guard is considering the development of a First Responder Medical Unit on the airport. This project is not being considered as part of this EIS, but will be environmentally reviewed as appropriate concurrently.

Ken Ross of New Generation Consulting provided an overview of the proposed development. He stated that Congressman Visclosky has been working with the Indiana National Guard to move a portion of a First Responder Medical Unit currently located at the Shelbyville Municipal Airport to Gary/Chicago Airport. He explained that the operation would need to occupy approximately 50 acres of land to support five Black Hawk helicopters and an occasional C-130 aircraft. It is anticipated that there will be 60+ full-time employees on the base; additional part-time personnel would be on the base for weekend activities. A meeting was held earlier this morning to discuss the project with the FAA.

The development is on the Federal list for funding in 2009, but Congressman Visclosky is working to have it accelerated so that design might begin as early as 2004 and construction in 2005. Environmental impacts associated with this development will likely include wetlands. The Indiana National Guard is currently beginning an environmental review of the area and has retained a consulting firm specifically to delineate the wetlands.

At this time, it is believed that the environmental review of the Guard facility will run concurrently with the EIS. The Guard's environmental review will be tied to the EIS with regard to cumulative impacts. The FAA will also most likely be a cooperating agency providing comment on the project. Depending on the impacts of the two projects, development of a master plan for the mitigation of wetlands and other habitat disturbance is being considered. Plans are still very preliminary.

A question was asked as to whether or not it had been determined if the Indiana National Guard environmental review would be an Environmental Assessment (EA) or an EIS. The type of environmental review has not been determined at this time. There was also an inquiry as to whether there would be opportunities for public input, which was responded to in the affirmative.

The group asked, and Sue Schalk agreed, that they be updated on the progress of this development via e-mail.

EJ&E Rail Relocation

In order for the airport's primary runway to meet FAA standards and/or be extended to 8,900 feet, it is necessary to relocate the EJ&E Railway so that it does not conflict with the runway safety area requirements. The need to relocate the railroad has been identified since the 1970s when the runway was extended to its current 7,000 feet. The additional runway length is needed to better serve the current users of the airport.

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allow them to continue to dispatch all of their own trains. Based upon these criteria, two alternatives remain acceptable to the EJ&E. He overviewed the two alternatives.

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He also stated that there is a third alternative that has been endorsed by the Four Cities Consortium (Gary, East Chicago, Whiting and Hammond) that would combine segments of the EJ&E rail relocation required to allow the airport improvements, with segments of the relocation of the CSX Porter Branch and the IHB Dune Park Branch being proposed by the Four Cities Consortium. At this time, the EJ&E Railway is not in agreement with this alternative because it results in significant additional operating expenses. Additional consideration of this alternative to determine if an agreement could be reached that would allow the EJ&E to meet their objectives would be necessary for it to be considered a viable alternative at this time.

Other alternatives that have been considered during the study process included tunneling the railway under the proposed airport runway extension. This alternative could be combined with another proposal, which involves the creation of a multi-modal station that could house the South Shore commuter service and any future high-speed rail. Due to the technical factors of this alternative, it is not being pursued at this time; however, the concept of a multi-modal terminal is still a viable alternative.

The group was reminded that nothing has been finalized on these alternatives. Additional environmental review will be required. For purposes of the EIS, alternatives do not have to be narrowed to a preferred alternative. Multiple viable alternatives can be carried throughout the process.

A Public Open House on the EIS and rail alternative is scheduled for Tuesday, March 4, 2003. It will be held in the passenger terminal at the airport from 3:00 p.m. to 7:00 p.m. Public notices regarding the Open House have been issued.

Environmental Impact Statement - Part Two

Environmental Interest Group Meeting

February 24, 2003



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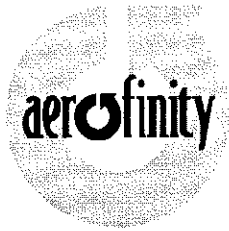
Coordination with Indiana Army National Guard Meeting

February 24, 2003

Agenda

Meeting Minutes

Attendance List



AGENDA

51 S. New Jersey St., 2nd Floor
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PROJECT	Gary/Chicago Airport EIS Pre-meeting FAA and Indiana Guard
MEETING DATE	February 24, 2003 8:30 a.m. to 10:00 a.m. CST

DISCUSSION TOPICS

- Project Overview
Representatives from Airport and Indiana Guard to overview project and timing
- FAA Input Regarding Issues for Further Clarification
Public Access Questions
Timing in Relationship to Rail Relocation
Primary Environmental Issues
- Indiana Guard proposal for concurrent Environmental Assessment
- Other discussion and follow-up



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MEETING MEMO

MEETING

Coordination with Indiana National Guard
Gary/Chicago Airport EIS

MEETING DATE

February 24, 2003, 8:30 a.m.

DISCUSSION SUMMARY

This meeting was held to coordinate the environmental review for the proposed development of an Indiana National Guard installation on the Gary/Chicago Airport. This environmental review may be conducted concurrently with the FAA's Environmental Impact Statement (EIS), which is already in progress. An attendance list is attached.

Ken Ross of New Generation Consulting provided an overview of the proposed development. Congressman Visclosky has been working with the Indiana National Guard to move a portion of a First Responder Medical Unit currently located at the Shelbyville Municipal Airport to Gary/Chicago Airport. He explained that the operation would need to occupy approximately 50 acres to support the operation of five Black Hawk helicopters and an occasional C-130 aircraft. It is anticipated that there will be 60+ full-time employees on the base; additional part-time personnel would be on the base for weekend activities. The development of this facility is on the federal list for funding in 2009, but Congressman Visclosky is working to have its development moved up to begin design in 2004 and construction in 2005.

The Airport Authority has identified three possible locations either on or adjacent to the airport for the development of this site. The Guard has ruled out the site adjacent to the airport. Very preliminary layouts of the preferred site were distributed at the meeting.

The Guard has retained AMEC to begin an environmental review of this site. It has not yet been determined if it will be an Environmental Assessment or an EIS. J.F. New has also been retained as a subconsultant to AMEC to begin delineation of the wetlands in this area.

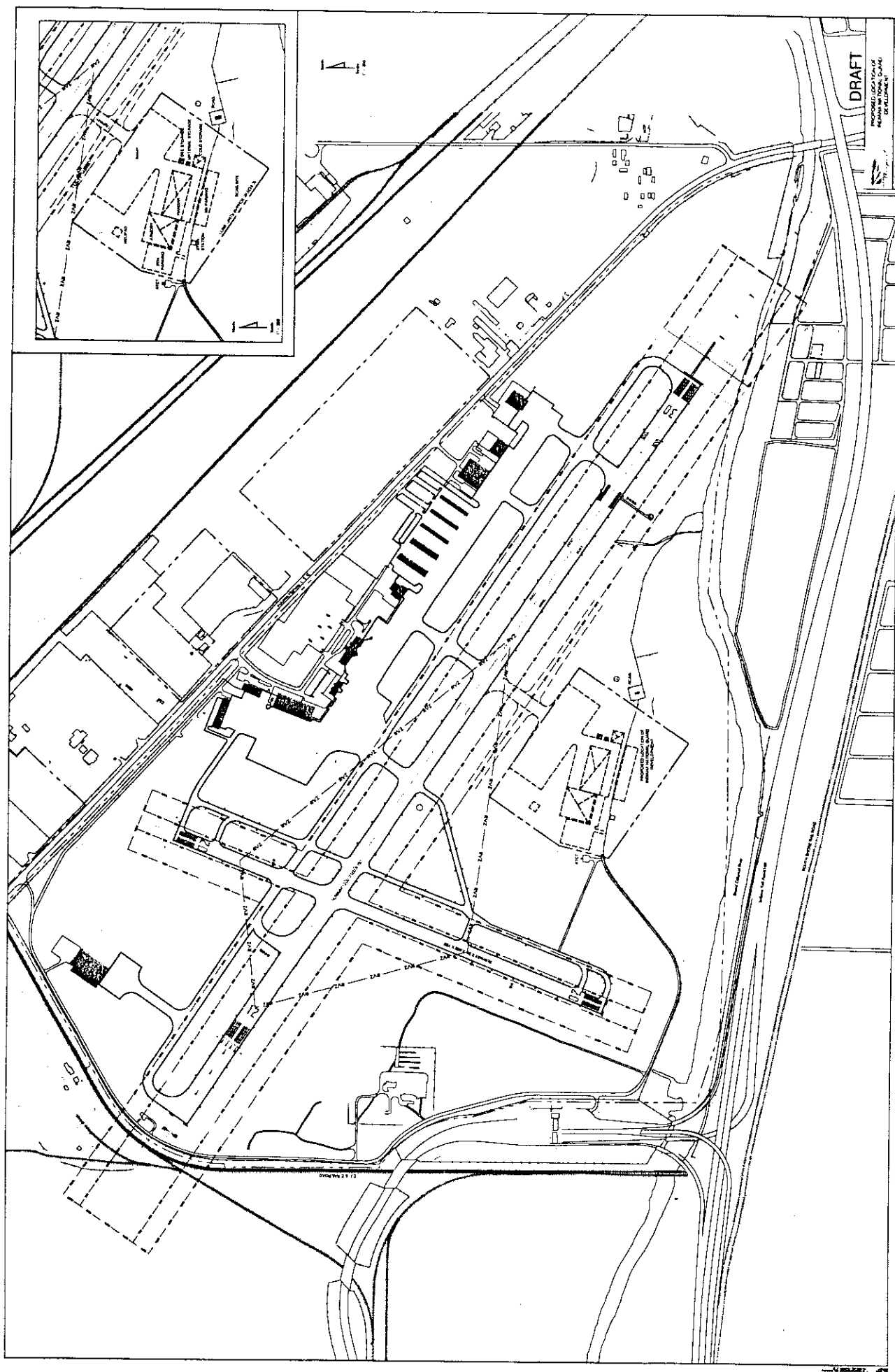
Issues identified regarding the site and the concurrent environmental reviews include:

- FAA expressed concern about the ground access to the preferred site. The only access currently available is an internal surface road. No public access on this road would be allowed due to the need to maintain airport security. There is some possibility that it

could be used if a guard shack were established. The airport is currently reviewing alternative access routes to the site from the south.

- If ground access to the site were developed from the south, the new access would need to be assessed as part of the Guard environmental review. The FAA EIS currently underway would need to recognize the Guard's project as a cumulative impact.
- FAA questioned whether the Guard would want a long-term lease or would want to purchase the property. This has not been decided and will require additional analysis. If land were released, it would require an environmental review. A release could be required for a long-term lease as well as acquisition.
- Further study is needed to assure that FAA design standards can be met. It is important not to compromise a future CAT II runway approach and to maintain a clear line-of-sight from the Air Traffic Control Tower even though they are not currently being planned for development.
- Because the two environmental processes are running concurrently, there is an opportunity to do some "master planning" for the mitigation of the potential loss of wetlands. J.F. New indicated that this would be important to do since the amount of wetlands in the area of the Guard project needing to be permitted for disturbance could be a significant number for the Detroit Corps of Engineers. It is important to demonstrate that the total wetlands disturbance is being recognized and that the disturbance is not being "piece mealed."
- The City of Gary plans to complete the Gary Green Link plan, which will be underway during the same timeframe as these two environmental reviews. This plan will incorporate all of the wetlands within the corporate boundaries. The timing of the two airport environmental reviews corresponds well with the completion of the Green Link plan and could allow for integrating the mitigation concepts into this plan.
- It may also be necessary to involve Judy Loeven of the USDA to consult on the loss of other habitats. The USDA's goal to eliminate the safety hazards associated with wildlife on the airport may be counter to efforts to preserve habitat or use existing wetlands on the airport to link habitat areas.
- Some concern was expressed as to whether or not the necessary environmental review could be completed in time to allow for an early 2005 start date for the Guard development. It was also noted that it could take up to one year to complete the permitting for the wetlands mitigation.
- Because of the intent for concurrent environmental reviews, the FAA will want to enter into an agreement with the Guard as a cooperating agency.
- The two environmental reviews will be linked through cumulative impacts and through the FAA's participation on both processes. There is some question as to whether or not the EPA would also link them in terms of geography and timing. If this happens it will be necessary to identify other agencies that will need to be involved and begin to work with them in advance.
- If it becomes necessary to do additional scoping of the EIS, it could be done through public announcement and would potentially require an additional public workshop. It would not require the extensive scoping process that was undertaken at the beginning of the EIS.

- The Guard requested that a copy of the airport's wildlife management plan be forwarded to them. New Generation Consulting is to forward the plan.
- New Generation Consulting is also working with the airport to get this potential development on the Airport Layout Plan for FAA review.



RUNWAY 12-30

FUTURE TAXIWAY

TAXIWAY

RAMP

HELI-
PAD

AWOS

RCAG SITE

GSE STORAGE

MATERIAL STORAGE

COLD
STORAGE

HANGAR

ARMORY

POV
PARKING

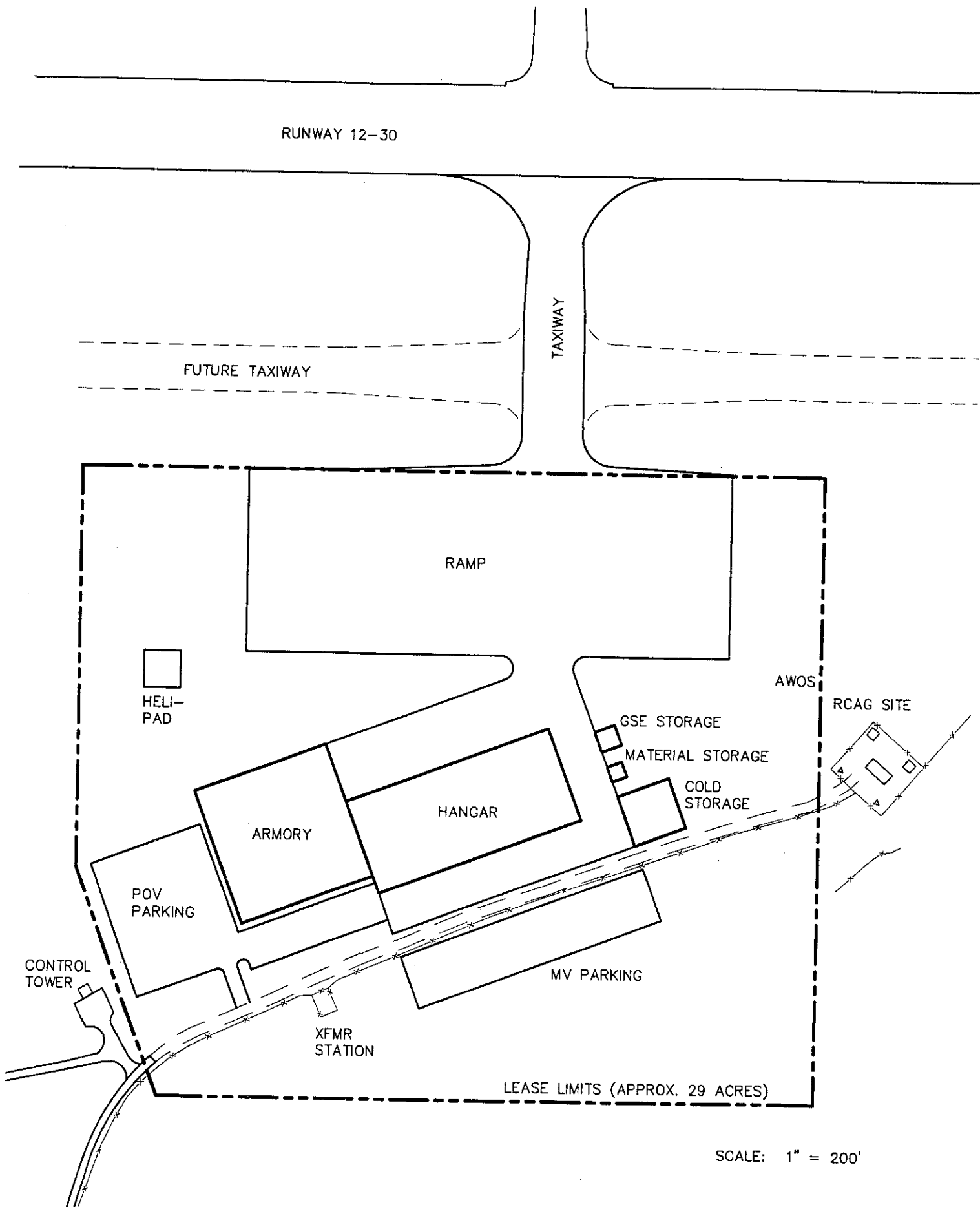
MV PARKING

CONTROL
TOWER

XFMR
STATION

LEASE LIMITS (APPROX. 29 ACRES)

SCALE: 1" = 200'



Environmental Impact Statement - Part Two

Indiana National Guard Meeting

February 24, 2003

(317) 955-8395
www.aerofinity.com

PLEASE PRINT

NAME	REPRESENTING	TELEPHONE	E-MAIL ADDRESS
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Ken Ross	NGC/GCAA	317-358-0450	Kross@qwest.net
ROBERT GYURHO	CGRFA	219 949-4912	RGYURHOE219.com
Scott Snyder	FAA-CHI-ADD	847-294-7538	psnyder@faa.gov
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Participated by Phone:

Rick Jones Indiana National Guard

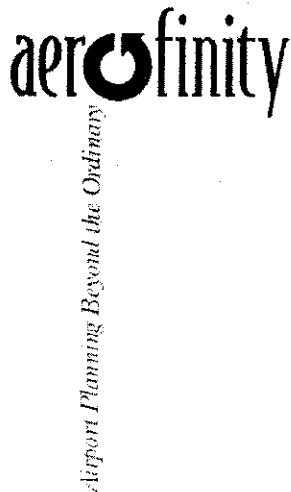
Brian Boose AMEC

Community Leaders Meeting

March 4, 2003

Sample Invitation Letter

Attendance List



February 25, 2003

Name
Address

RE: Gary/Chicago Airport
Environmental Impact Statement
Public Open House

Dear _____:

As you may already be aware from media announcements, a Public Open House to review proposed improvements to the Gary/Chicago Airport is scheduled for Tuesday, March 4, 2003, in the Airport Passenger Terminal. The public has been invited to attend the Open House between the hours of 3:00 PM and 7:00 PM CST. As a courtesy to community leaders who may have more specific questions about the project, staff and consultants will be available beginning at 1:30 PM CST for one-on-one discussion about the proposed projects.

This Open House is the second informational meeting that has been held as part of the Environmental Impact Statement being prepared on the proposed improvements, and will specifically focus on alternatives being considered for the relocation of the EJ& E Railway. Other improvements being environmentally reviewed include:

- Improvement of the runway safety areas;
- An extension of Runway 12-30 from its present length of 7,000 feet to 8,900 feet;
- Expansion of the existing terminal site;
- Site analysis for acquiring and landbanking property for a potential new passenger terminal and air cargo areas.

We are hopeful that you can join us and learn more about the improvements being planned for the Gary/Chicago Airport.

Sincerely,

Susan M. Schalk
President

c: Mayor Scott King
Paul Karas
Scott Snyder

51 South New Jersey St.
Indianapolis, IN 46204
317.955.8395 Phone
317.955.8479 Fax

Name	Address
Mr. Rudolph Clay	Board of Commissioners Lake County Government Center Administration Building, 3 rd Floor 2293 North Main Street Crown Point, IN 46307
Ms. Frances L. Dupey	Board of Commissioners Lake County Government Center Administration Building, 3 rd Floor 2293 North Main Street Crown Point, IN 46307
Mr. Gerald Scheub	Board of Commissioners Lake County Government Center Administration Building, 3 rd Floor 2293 North Main Street Crown Point, IN 46307
Mr. Tim Brown	Town Manager Town of Cedar Lake P.O. Box 707 7408 Constitution Avenue Cedar Lake, IN 46303
Mr. James D. Metros	Mayor City of Crown Point 101 North East Street Crown Point, IN 46307
Mr. Glen Eberly	Town Coordinator Town of Dyer One Town Square Dyer, IN 46311
Mr. Robert A. Pastrick	Mayor City of East Chicago 4525 Indianapolis Boulevard East Chicago, IL 46312
Mr. Ron Szafarczyk	Clerk-Treasurer Town of Griffith 111 North Broad Street Griffith, IN 46319
Mr. Duane W. Dedelow, Jr.	Mayor City of Hammond 5925 Calumet Avenue Hammond, IN 46320
Mr. Michael Griffin	Clerk-Treasurer Town of Highland 3333 Ridge Road Highland, IN 46322
Ms. Linda Buzinec	Mayor City of Hobart 414 Main Street Hobart, IN 46342

Ms. Shirley Wadding	Mayor City of Lake Station 3705 Fairview Avenue Lake Station, IN 46405
Mr. Rick Dal Corobbo	Town Administrator Town of Lowell 501 East Main Street P.O. Box 157 Lowell, IN 46356
Ms. Shawn Pettit	Town Manager Town of Merrillville 7820 Broadway Merrillville, IN 46410
Mr. Thomas DeGiulio	Town Manager Town of Munster 1005 Ridge Road Munster, IN 46321
Ms. Sherry Hall	Clerk-Treasurer Town of New Chicago 122 Huber Boulevard New Chicago, IN 46342
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Mr. Richard Krame	Town Administrator Town of Schererville 833 West Lincoln Highway Suite B 20W Schererville, IN 46375
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Mr. Robert J. Bercik	Mayor City of Whiting 1443 119 th Street Whiting, IN 46394
Mr. Ed Graveline	Clerk-Treasurer Town of Winfield 10645 Randolph Street Winfield, IN 46307
Ms. Bernadette Costa	Lake County Council – District 1 Lake County Government Center 2293 North Main Street Crown Point, IN 46307
Mr. Troy Montgomery	Lake County Council – District 2 Lake County Government Center 2293 North Main Street Crown Point, IN 46307

Mr. Will Smith	Lake County Council – District 3 Lake County Government Center 2293 North Main Street Crown Point, IN 46307
Mr. Thomas O'Donnell	Lake County Council – District 4 Lake County Government Center 2293 North Main Street Crown Point, IN 46307
Mr. Joel Markovich	Lake County Council – District 5 Lake County Government Center 2293 North Main Street Crown Point, IN 46307
Mr. Donald Potrebic	Lake County Council – District 6 Lake County Government Center 2293 North Main Street Crown Point, IN 46307
Mr. Larry Blanchard	Lake County Council – District 7 Lake County Government Center 2293 North Main Street Crown Point, IN 46307
The Honorable Frank O'Bannon	Governor Office of the Governor 206 State House Indianapolis, IN 46204-2797
The Honorable Joseph Kernan	Lieutenant Governor 206 State House Indianapolis, IN 46204-2797
Mr. Joseph Smith, Jr.	Governor's Liaison for INDOT 206 State House Indianapolis, IN 46204-2797
Ms. Cherilyn Freeland	Office of the Governor 504 Broadway, Suite 423 Gary, IN 46402
The Honorable Richard G. Lugar	United States Senate 306 Hart Senate Office Building Washington, D.C. 20510-1401
Mr. Tim Sanders, Local Director	Senator Richard G. Lugar's Office 8585 Broadway Merrillville, IN 46410
The Honorable Evan Bayh	United States Senate 380 Russell Senate Office Building Washington, D.C. 20510-1401
Mr. Rashid Hallaway	Administrative Assistant Senator Evan Bayh's Office 463 Russell Senate Office Building Washington, D.C. 20510

Mr. David Rozmanich, Local Director	Senator Evan Bayh's Office Ivy Tech State College, Room T207 1440 East 35 th Avenue Gary, IN 46409
The Honorable Peter J. Visclosky	United States House of Representatives 2313 Rayburn Office Building Washington, D.C. 20515-1401
The Honorable Timothy Roemer	United States House of Representatives 2348 Rayburn Office Building Washington, D.C. 20515-1401
The Honorable Steve Buyer	United States House of Representatives 326 Cannon Building Washington, D.C. 20515-1401
The Honorable Frank Mrvan, Jr.	Indiana State Senate Senate Post Office Indianapolis, IN 46204
The Honorable Sam Smith, Jr.	Indiana State Senate Senate Post Office Indianapolis, IN 46204
The Honorable Earline Rogers	Indiana State Senate State House Senate Chamber 200 West Washington Street Indianapolis, IN 46204
The Honorable Rose Ann Antich	Indiana State Senate Senate Post Office Indianapolis, IN 46204
The Honorable Nancy Dembowski	Indiana State Senate Senate Post Office Indianapolis, IN 46204
The Honorable Sue Landske	Indiana State Senate Senate Post Office Indianapolis, IN 46204
The Honorable Anita O. Bowser	Indiana State Senate Senate Post Office Indianapolis, IN 46204
The Honorable Linda Lawson	Indiana State House of Representatives House Post Office Indianapolis, IN 46204
The Honorable Earl Harris	Indiana State House of Representatives House Post Office Indianapolis, IN 46204
The Honorable Charlie Brown	Indiana State House of Representatives House Post Office Indianapolis, IN 46204
The Honorable Ralph D. Ayres	Indiana State House of Representatives House Post Office Indianapolis, IN 46204

The Honorable Scott D. Pelath	Indiana State House of Representatives House Post Office Indianapolis, IN 46204
The Honorable Duane Cheney	Indiana State House of Representatives House Post Office Indianapolis, IN 46204
The Honorable Dan Stevenson	Indiana State House of Representatives House Post Office Indianapolis, IN 46204
The Honorable John Aguilera	Indiana State House of Representatives House Post Office Indianapolis, IN 46204
The Honorable Chester F. Dobis	Indiana State House of Representatives House Post Office Indianapolis, IN 46204
The Honorable Vernon G. Smith	Indiana State House of Representatives House Post Office Indianapolis, IN 46204
The Honorable Donald Lehe	Indiana State House of Representatives House Post Office Indianapolis, IN 46204
The Honorable Steve Heim	Indiana State House of Representatives House Post Office Indianapolis, IN 46204
The Honorable Robert Kuzman	Indiana State House of Representatives House Post Office Indianapolis, IN 46204
The Honorable Mary Kay Budak	Indiana State House of Representatives House Post Office Indianapolis, IN 46204
Mr. Roy Pratt	Gary City Council 401 Broadway Gary, IN 46402
Mr. Chuck Hughes	Gary City Council 401 Broadway Gary, IN 46402
Mr. Kyle Allen	Gary City Council 401 Broadway Gary, IN 46402
Ms. Marilyn Krusas	Gary City Council 401 Broadway Gary, IN 46402
Mr. Robert White	Gary City Council 401 Broadway Gary, IN 46402
Ms. Mary Brown	Gary City Council 401 Broadway Gary, IN 46402

Ms. Carolyn Rogers	Gary City Council 401 Broadway Gary, IN 46402
Mr. Jerome Prince	Gary City Council 401 Broadway Gary, IN 46402
Mr. Alex Cherry, Jr.	Gary City Council 401 Broadway Gary, IN 46402
The Honorable Sheila Brillson	Town of Michigan City 100 East Michigan Boulevard Michigan City, IN 46360
Ms. Gayle Polakowski	Clerk-Treasurer Town of Chesterton 726 Broadway Chesterton, IN 46394
The Honorable Douglas W. Olson	City of Portage 6070 Central Avenue Portage, IN 46368
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John Pope	Alderman City of Chicago 3522 E. 106 th Street Chicago, IL 60617
William Beavers	Alderman City of Chicago 2552 E. 79 th Street Chicago, IL 60649
Ms. Sadie Sheffield	Brunswick Community Organization 4491 West 5 th Avenue Gary, IN 46406
Ms. Eloise Gentry	Urban League of Northwest Indiana, Inc. 3101 Broadway Gary, IN 46408
Ms. Marge Elea	2341 Sherman Street Gary, IN 46408

**GARY/CHICAGO AIRPORT
ENVIRONMENTAL IMPACT STATEMENT
COMMUNITY LEADERS MEETING**

March 4, 2003

	Name	Representing	Telephone/Fax/E-Mail
1.	Curtis Vosti	City of Hammond	cvosti@hammond.in.com
2.	J. Justin Murphy	Four City Consortium	2198443025
3.			
4.			
5.			
6.			
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Public Information Meeting/Open House

March 4, 2003

Meeting Minutes

Attendance List

Handout

Presentation Materials

Sample of Postcard Mailing



51 S. New Jersey St., 2nd Floor
Indianapolis, IN 46204
317.955.8395 317.955.8479 FAX

MEETING MEMO

MEETING

Gary/Chicago Airport
Public Information Meeting/Open House
Airport Terminal Building

MEETING DATE

March 4, 2003

MEETING OVERVIEW

A public open house/information meeting was hosted in the airport passenger terminal from 3:00 p.m. to 7:00 p.m. on Tuesday, March 4, 2003. This meeting provided an opportunity for the consulting team to review the airport improvement projects under review as a part of the EIS process, to answer questions about land acquisition, and to present alternatives under evaluation by TranSystems Corporation for the relocation of the EJ&E Railway. Attached to this meeting memorandum are copies of the handout materials available at the public information meeting and copies of the presentation boards.

The sign-in sheets have been attached to this meeting summary to provide a record of those in attendance at this informational forum.

Those attending the meeting were offered an opportunity to provide public comments by completing a comment sheet, which could either be submitted during the public open house/information meeting or could be mailed to the FAA by March 14, 2003.

Copies of the comments submitted by those attending the March 4, 2003 meeting have been attached to this meeting memorandum.

**GARY/CHICAGO AIRPORT
ENVIRONMENTAL IMPACT STATEMENT
PUBLIC MEETING**

March 4, 2003

	Name	Representing	Telephone/Fax/E-Mail
1.	Beverly Cotten	BLACK OAK RD	989-9159
2.	Marble E/PA	BLACK OAK RD.	989-9159
3.	Hazel Mewell	" "	989-9159
4.	Stuart Dykstra	U3	630 724-9200
5.	Gilbert NAVARRO		977-8370
6.	Barbara Johnson	FAA	847-294-7434
7.	MEL TURNER		815-405-1008
8.	TONY ZALESKI		924-0040
9.	FRANCES BOLER		Franb@Netnetco.net
10.	J.P. Boasch		887-0128
11.	Kevin G. Medina		949-1202
12.	James Puikawala		949 7503
13.	Kenneth Hodges		
14.	Kevin G. Cappony		838 8794
15.	RUDY WUNDER	CITY OF WHITING	659-7700
16.	Kyle J. Purcell		944-7238
17.	JES Rete		949-8245
18.	Kevin de la Cruz		949-8245
19.	John Dahlbays		949-9595

	Name	Representing	Telephone/Fax/E-Mail
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21.	Natalie Battaglia	The Times	219.933.3323
22.	Charlotte Joyner	1130 Hovey St.	219-944-7824
23.	Joseph L. Tolbert	301 Oakwood	219-949-3346
24.	DERK KRATZENBERG	LARSON-DAVIESON	219.362-2127
25.	Harold W. Clark	Retired	219-943-9869
26.	John Warner	✓	219 944 0310
27.	LABRY M CORNETT		219-977-1051
28.	Ed Front		219-741-4766
29.	Mr & Mrs Davidilea	2266 Hobart St. Gary In.	46406
30.	John & Myrna Newgent	7841 FOREST AVE Gary	46443
31.	Carl L Carlson	Cal. Tex.	(219) 9323340
32.	Elizabeth McCloskey	USFWS	219-983-9753
33.	JOHN WYSOCKEY	THATCHER ENGINEERING	773-721-9997
34.	DAN WALDROP	IBEW Local 697	219-844-6386
35.	Ray Kasmark	IBEW 697	219-844-6386
36.	Tomie Soldasie	285 43rd HIGHLAND IN	219-922-6641
37.	Lucille Miller	2420 Cedar St	219.844-6323
38.	Bill RATHJEN	405 W 4th Ave. Gary In 46404	219.988.3258
39.	James Brown	702 E. Leabane South Bend, Ind	574-232-7140
40.	FRANK GIL	7426 CLINE AVE HAMMOND	(219) 845-6124
41.	John Wotkin	1004 W Elm PL. Griffith	

	Name	Representing	Telephone/Fax/E-Mail
42.	Jack C. Robin	7059 W. 22ND AVE (219-629-9108)	JCR@INFOAPEX.COM
43.		GARY 46406	
44.	Sadie Sheffield	138 Porter St Gary	
45.	Jim BARTOS	1142 VERMILLION ST. GARY	
46.	Barbara Nelson	164 Porter St, Gary, IN	
47.	Ronald	acted	
48.	NICK OPACIC	6959 W. 84TH PL C.P. 46307	OPACIC@BENSON.COM
49.	Clarene Lurn	237 Matthews St	
50.	Tom Sengul	1000 N. Warrick St. 46403	
51.	Anna Turner	237 Matthews 46406	
52.	Dorvee Carey	504 Broadway Suite 1012 Gary 46402	
53.	BILL HASSE	1148 MELBROOK MUNSTER IN 46321	
54.	MIKE BERGIN, CASTLE CONSTR,	3062 W. 167TH, MARKHAM, IL 60426	
55.			
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Welcome to the Public Open House

March 4, 2003

Tonight's Public Open House is the second informational meeting that has been held as part of an environmental study process that began in just over a year ago to review proposed improvements to the Gary/Chicago Airport. The primary purpose of the open house is to provide specific information about alternatives being considered for the relocation of some portions of the Elgin Joliet & Eastern (EJ&E) Railway near the airport. Information is also available on the progress of an Environmental Impact Statement (EIS) being prepared on other proposed developments at the Gary/Chicago Airport including:

- Improvement of the runway safety areas including rail relocation;
- An extension of Runway 12-30 from its present length of 7,000 feet to 8,900 feet;
- Expansion of the existing terminal site;
- Site analysis for acquiring and land banking property for a potential new passenger terminal and air cargo areas.

What is an Environmental Impact Statement?

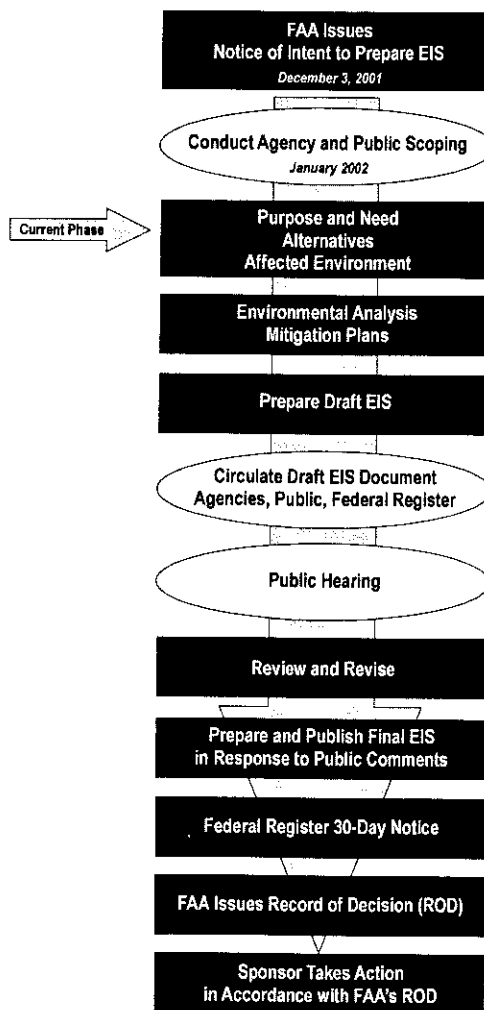
Airport improvements are partially funded by the Federal Aviation Administration (FAA). Before any of the potential improvements identified in the list above can be determined eligible for FAA funding, an approved EIS is required. In accordance with FAA regulations, the EIS is being conducted in compliance with the requirements of the National Environmental Policy Act of 1969. Where actions are found to have environmental consequences, mitigation measures will be identified and recommended for approval by the FAA.

Public input is important to the study process to help identify all of the significant issues that should be addressed in the EIS. Comment sheets are available in the meeting area. Please take a moment to record your comments and deposit them in the box on the comment table. If you do not make comments tonight but desire to make comments later, they must be received no later than **March 14, 2003**, by

Prescott Snyder
Airports Environmental Program Manager
FAA Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018
Fax: (847) 294-7046

This open house is not a "formal public hearing process." However, a public hearing will be held after a Draft EIS is published. No dates for the public hearing have been set at this time. When a date is set, the public will be notified through media announcements.

EIS PROCESS



○ Opportunities for Review and Comment

Purpose and Need

In order for proposed airport improvements to qualify for federal funding, the purpose of the improvement that is being funded and why it is needed must be established. In an EIS, this analysis is called the *Purpose and Need*. Various alternatives are then identified that would meet the objectives of the stated *Purpose and Need* and an evaluation of the potential environmental impacts associated with each of the alternatives is conducted.

Relocation of the EJ&E Railway

The Airport's primary runway (Runway 12-30) is currently 7,000 feet long. Since it was extended to that length in the 1970s, it has been identified that it would be desirable to relocate the EJ&E Railway tracks out of the clear areas located off the ends of the runway. Current FAA standards now require larger clear areas than presently exist off the end of the primary runway. In order to meet these new standards, it is necessary to accomplish the railway relocation. The relocation of the railway will also make it possible to extend the runway to 8,900 feet in length. This additional runway length will better serve the existing aircraft using the Gary/Chicago Airport.

At the same time that the EIS is being prepared, the Gary/Chicago Airport has retained the consulting firm TranSystems Corporation to identify alternatives for relocating the railroad tracks. Consultants are available at this evening's Open House to review and receive public comments on the potential routes for the railway relocation and to provide illustrations of the routes under study.

During the study process, as many as ten possible alternatives for the rail relocation have been considered. At this time two alternatives are seen as being the most viable to meet the objectives of the Airport Authority and the EJ&E Railway. One of these alternatives would require the acquisition of some residences. Although it is too preliminary to know precisely which properties could be impacted, the general location of these homes is shown in the Land Acquisition illustration.

Purpose and Need Summary

The *Purpose and Need* for the proposed actions being evaluated in the EIS for the Gary/Chicago Airport are summarized in the following points:

- The purpose of extending and improving Runway 12-30, and acquiring the properties to the northwest and southeast, is to remedy existing dimensional constraints in order to provide adequate clearance from potential hazards that could impact the movement of aircraft at the Gary/Chicago Airport.
- The purpose of expanding the existing terminal is to provide a facility commensurate with the forecast level of passenger enplanements.
- The need for acquiring additional properties is to secure sites to accommodate the potential for long-term development at the Gary/Chicago Airport, when the demand develops in the future.

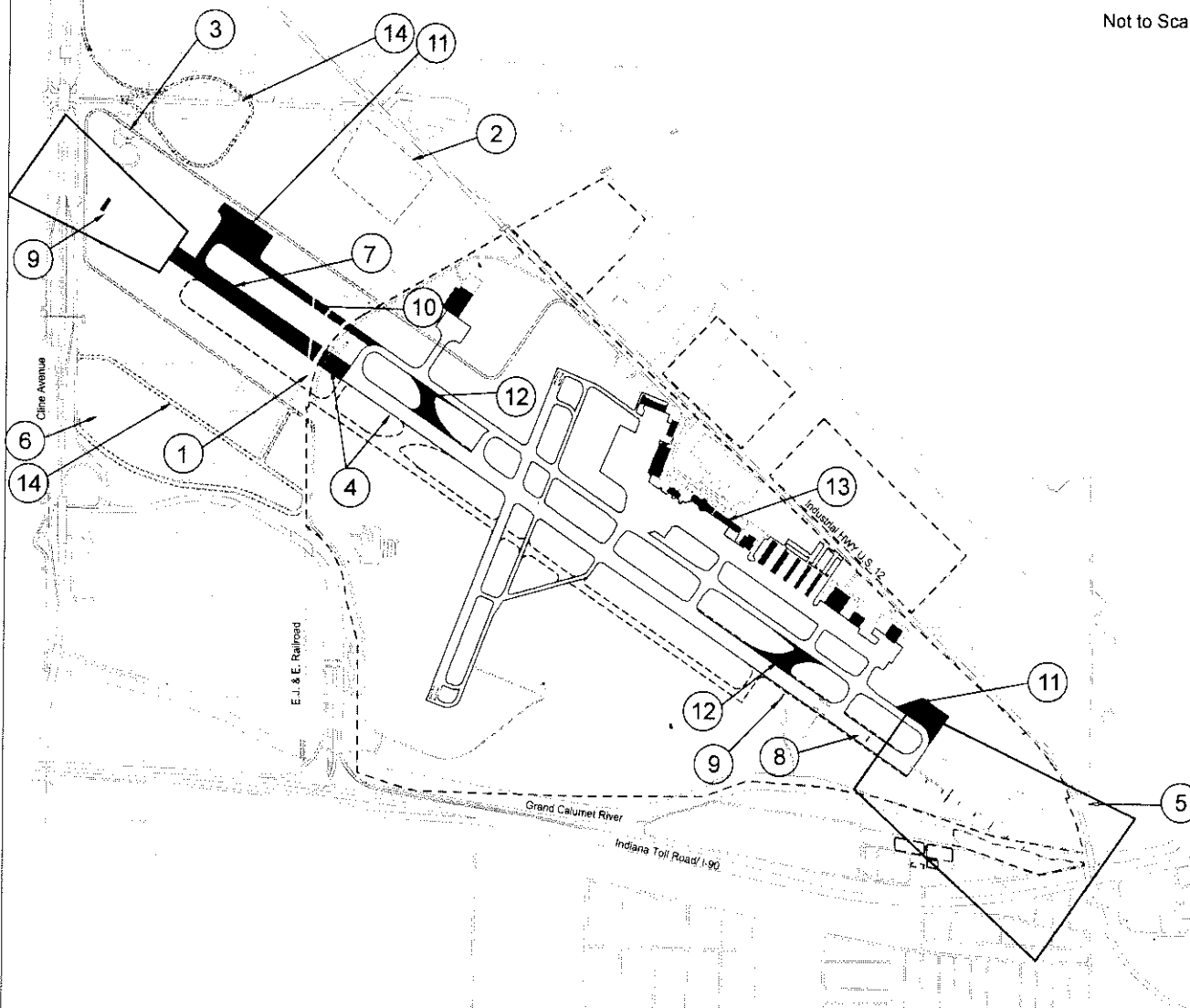
A third alternative, identified during the study process has been endorsed by the Four Cities Consortium, made up of representatives from of Gary, Hammond, Whiting and East Chicago. This alternative would combine segments of the EJ&E rail relocation required to accomplish the airport improvements with segments of the relocation of the CSX Porter Branch and the IHB Dune Park Branch being proposed by the four cities. At this point in the study process, the EJ&E Railway is not agreeable to this alternative because of significant additional operating expenses.

Other alternatives that have been considered during the study process have included tunneling the railway under the proposed airport runway extension. This alternative could be combined with another proposal which involves the creation of a multi-modal station that could house the South Shore commuter service and any future high speed rail. Due to the technical factors of this alternative it is not being pursued at this time; however, the concept of a multi-modal terminal is still a viable alternative.

North



Not to Scale



- 1 Relocate E.J. & E. Railroad
- 2 Acquire Land Northwest of Airport
- 3 Relocate Airside Perimeter Road
- 4 Interim Safety Area/Threshold Improvements Runway 12
- 5 Acquire Land Southeast of Airport
- 6 Relocate/Bury Powerline
- 7 Extend Runway 12-30 1,900'
- 8 Displace Runway 30 Threshold using Declared Distance
- 9 Relocate Navajids for Runway 12-30
- 10 Extend Parallel Taxiway A
- 11 Construct Deicing/ Hold Pads
- 12 Develop Two High Speed Exit Taxiways
- 13 Passenger Terminal Expansion at Existing Terminal Site
- 14 Analysis of Sites for Future Aviation-Related Uses-Passenger Terminal and Air Cargo Facilities



Proposed Improvements

March 4, 2003

Answers to Your Questions about Residential Land Acquisition

How many homes are affected by land acquisition efforts at the Gary/Chicago Airport?

Sixty-one parcels of land, including 42 homes and one business, have been identified as being within or just outside of a future southeast runway protection zone for the Gary/Chicago Airport's primary runway (Runway 30).

Also, one of the alternatives being considered for the relocation of the EJ&E Railway could result in the need to acquire additional residences in this same area.

What is a runway protection zone?

The runway protection zone is an area of land located off of the runway end that is intended to enhance the protection of people and property on the ground.

How is this control maintained?

Control of runway protection zones is generally maintained either through the ownership of an air easement or fee simple purchase of the property. The Gary/Chicago Airport Authority has been working with landowners in this area since the early 1990s and currently owns air easements over many of these parcels of land.

If the Airport Authority holds the easements, why acquire the land?

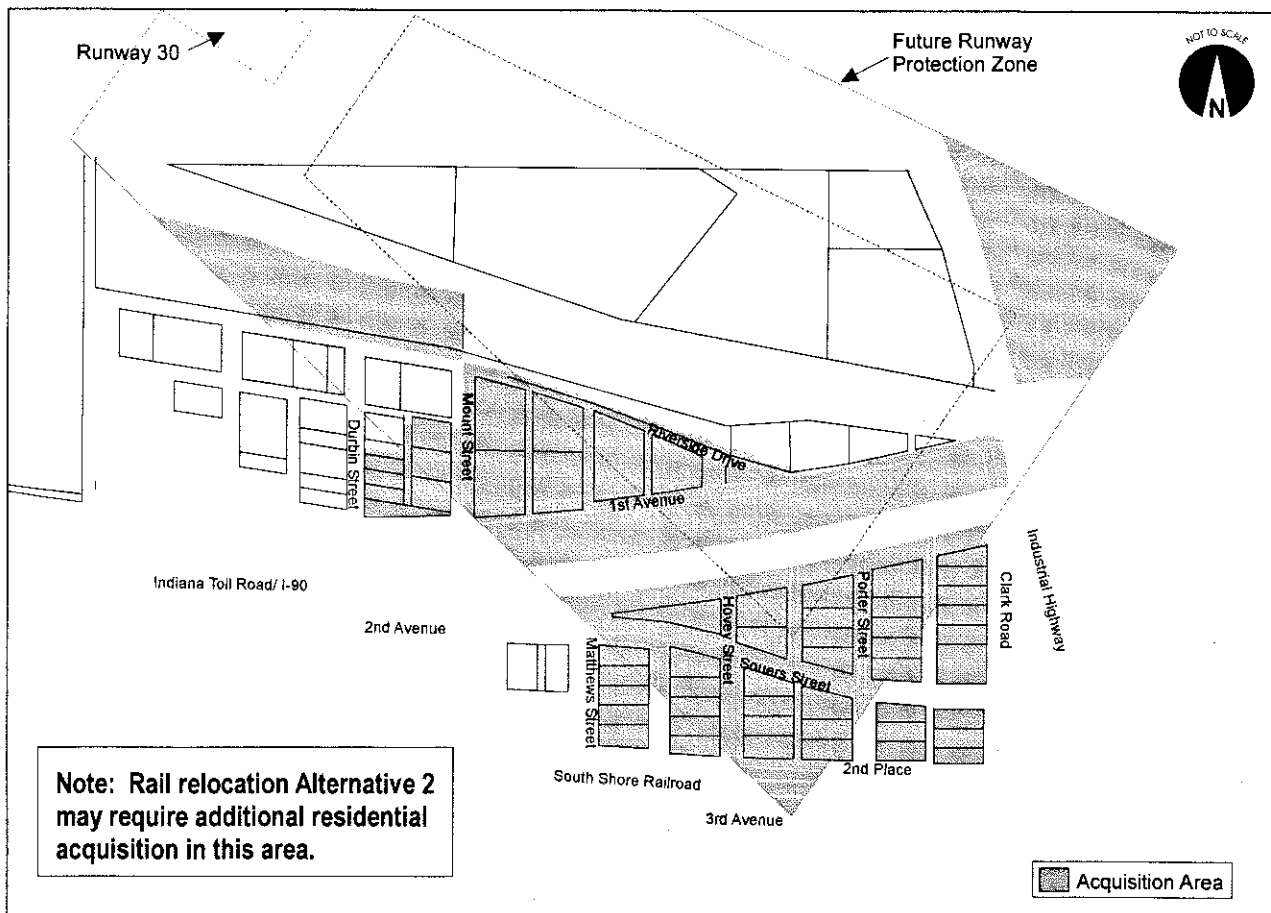
The FAA recommends that the Airport Authority acquire the homes and business in this area as opportunity and funding present themselves.

How does the runway extension relate to these acquisition efforts?

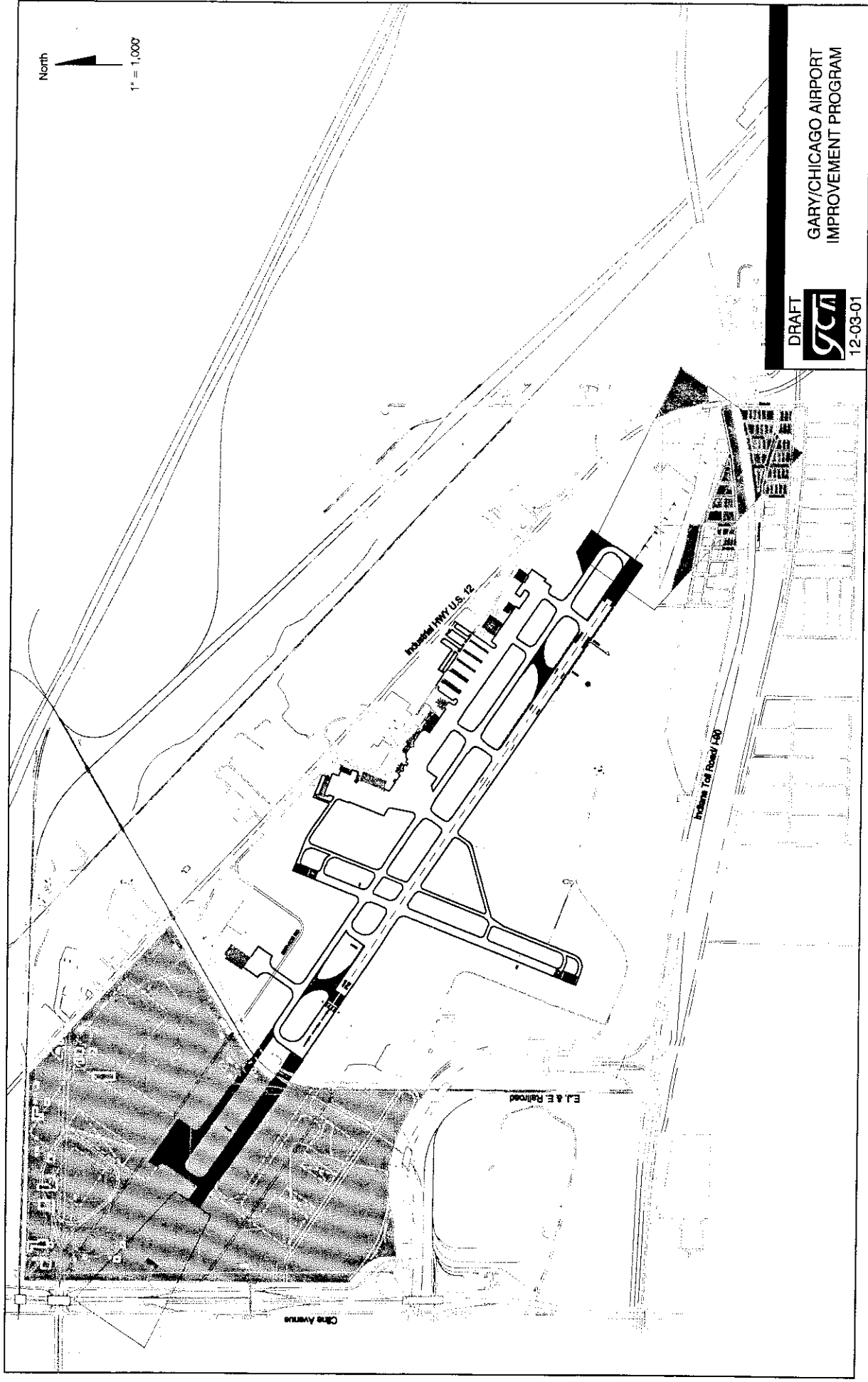
The purchase of properties is not a prerequisite for the runway extension project. No timing has been set for the acquisition of properties.

Are there any other properties slated for acquisition?

There is no other residential acquisition required to accomplish the proposed airport development being considered in the current environmental review process.



Source: Aerofinity, Inc., 2003.



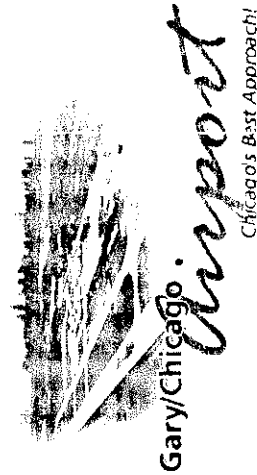
North

1" = 1,000'

DRAFT
gcm
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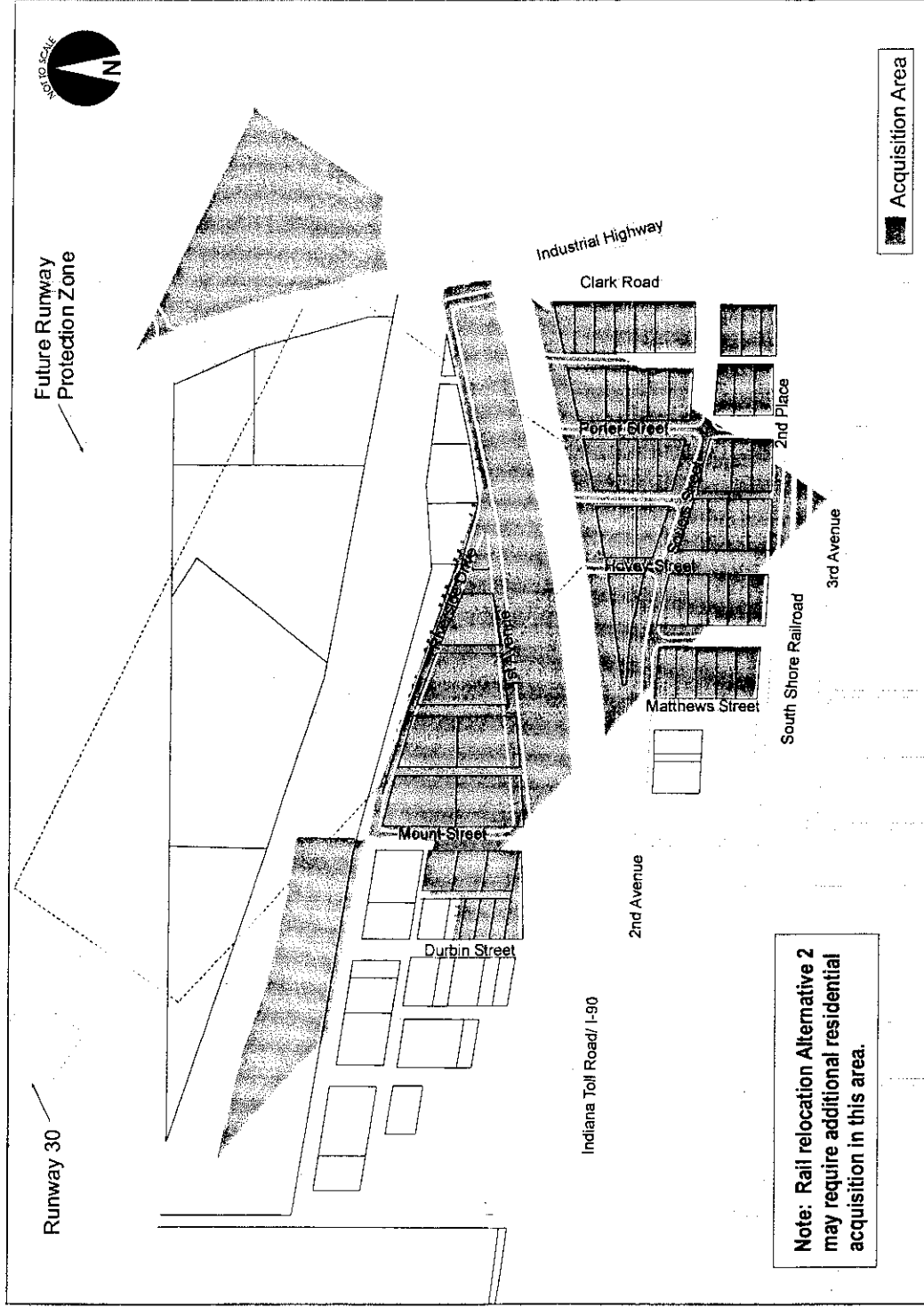
GARY/CHICAGO AIRPORT
IMPROVEMENT PROGRAM

Sixty-one parcels of land, including 42 homes and one business, have been identified as being within or just outside of a future southeast runway protection zone for the primary runway (Runway 30). Acquisition recommended by FAA in this area as opportunity and funding present themselves.



GARY/CHICAGO AIRPORT Environmental Process

Residential Land Acquisition



Source: Aerofinity, Inc., 2003.

EIS PROCESS

**FAA Issues
Notice of Intent to Prepare EIS**
December 3, 2001

Conduct Agency and Public Scoping
January 2002

Current Phase

**Purpose and Need
Alternatives
Affected Environment**

**Environmental Analysis
Mitigation Plans**

Prepare Draft EIS

**Circulate Draft EIS Document
Agencies, Public, Federal Register**

Public Hearing

Review and Revise

**Prepare and Publish Final EIS
in Response to Public Comments**

Federal Register 30-Day Notice

FAA Issues Record of Decision (ROD)

**Sponsor Takes Action
in Accordance with FAA's ROD**



**GARY/CHICAGO AIRPORT
Environmental Impact Statement**

 Opportunities for Review and Comment

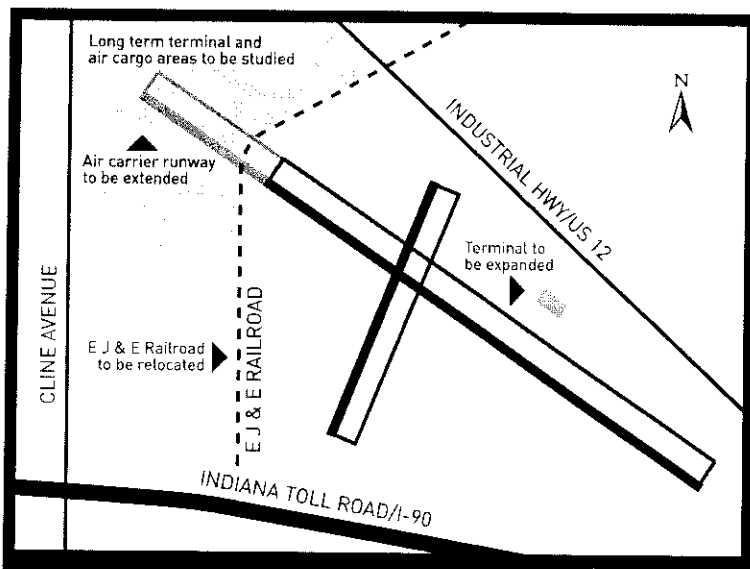
SUMMARY OF PURPOSE AND NEED

- The purpose of extending and improving Runway 12-30, and acquiring the properties to the northwest and southeast, is to remedy existing dimensional constraints in order to provide adequate clearance from potential hazards that could impact the movement of aircraft at the Gary/Chicago Airport.
- The purpose of expanding the existing terminal is to provide a facility commensurate with the forecast level of passenger enplanements.
- The need for acquiring additional properties is to secure sites to accommodate the potential for long-term development at the Gary/Chicago Airport, when the demand develops in the future.



Open House

TO REVIEW PROPOSED IMPROVEMENTS TO THE GARY/CHICAGO AIRPORT AND ALTERNATIVES FOR RELOCATION OF THE EJ&E RAILWAY



TUESDAY, MARCH 4, 2003 • 3 TO 7 PM CST
GARY/CHICAGO AIRPORT PASSENGER TERMINAL

A public open house is being held to provide information on an Environmental Impact Statement being prepared for proposed improvements to the Gary/Chicago Airport. Airport representatives and consultants will be available to answer questions about the study process and to review alternatives being considered for relocation of the Elgin, Joliet & Eastern Railway (EJ&E) adjacent to the airport.

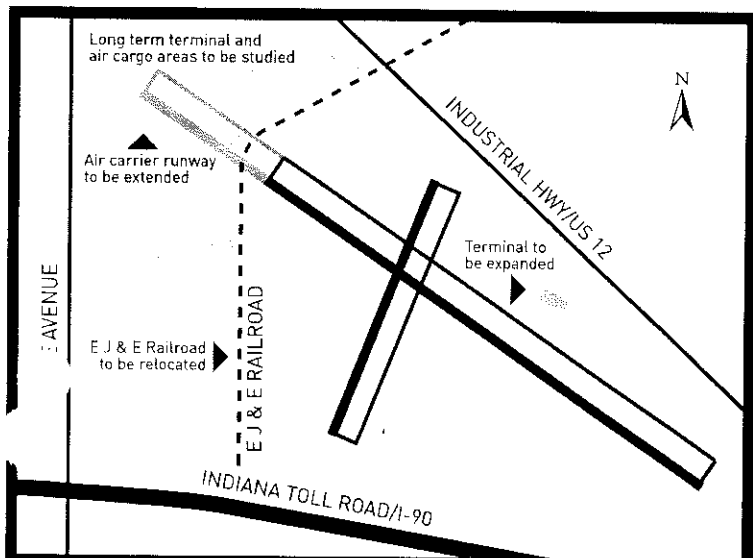
In addition to the rail relocation, information will also be available on other improvements being assessed including:

- an extension of Runway 12-30 from its present length of 7,000 feet to 8,900 feet;
- runway safety areas improvements;
- expansion of the existing terminal site;
- site analysis for acquiring and landbanking property for a potential new passenger terminal and air cargo areas.

For advance information about the proposed improvements contact either Prescott Snyder, FAA at (847) 294.7538 or Robert Gyurko, Gary/Chicago Airport at (219) 949.4912.

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Mr. James F. Scott
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Charles & Sadie P H & W Sheffield
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Nelson, Bobby & Barbara J. Trs Tr
164 Porter St.
Gary, IN 46406-1535

Mr. Ricardo Chavez, Jr.
123 Porter St.
Gary, IN 46406-1405

Mr. Charles T. Boozer, Jr.
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Gary, IN 46406

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Ms. Annie Copeland
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Gary, IN 46406-1515

Ms. Neeta Moore
132 Clark Rd.
Gary, IN 46406-1515

Jesse L. & Mary L. Mathews
140-46 Clark Rd.
Gary, IN 46406-1515

Ms. Rosina Burks
148 Clark Rd.
Gary, IN 46406-1515

Athur E. & Marguerite M. Foor
160 S Clark
Gary, IN 46406-1106

JC & Irene Henley
201 Mathews St.
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Indianapolis, IN 46266-1529

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Mr. Walter L. Kelliehan 213 Hovey St. Gary, IN 46406-1528	Bankers Tr Co of Ca Tr Tr 1993-1 10777 Westheimer GE Electric Cap Corp. Houston, TX 77242	Howard E. & Charlotte S. Anderson 229 Hovey St. Gary, IN 46406-1528
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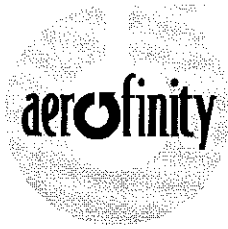
Agency Coordination Meeting

October 21, 2003

Agenda

Meeting Minutes

Attendance List Incorporated in Minutes



51 S. New Jersey St., 2nd Floor
Indianapolis, IN 46204
317.955.8395 317.955.8479 FAX

AGENDA

PROJECT

Gary/Chicago International Airport EIS
Agency Meeting

MEETING DATE

Tuesday, October 21, 2003
10:00 a.m. to Noon, Central Standard Time

DISCUSSION TOPICS

- Review of activities since last briefing meeting

- Planning Process Overview

- Overview Briefing Papers 1 – 3
 - Briefing Paper 1 – *Introduction*
 - Briefing Paper 2 – *Purpose and Need*
 - Briefing Paper 3 – *Alternatives*

- Alternatives for Detailed Analysis

- Open Discussion

- Small Group Discussions



51 S. New Jersey St., 2nd Floor
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MEETING MEMO

MEETING

Coordination with Agencies
Gary/Chicago International Airport EIS

MEETING DATE

October 21, 2003, 10:00 a.m.

DISCUSSION SUMMARY

A meeting was held to update federal and state agencies on the progress of the Environmental Impact Statement (EIS) being prepared for the Gary/Chicago International Airport and to review briefing papers (provided to agencies in advance) on the alternatives under review. Bill Staehle, President of the Gary/Chicago Airport Authority Board called the meeting to order and welcomed participants.

The following were in attendance:

Aerofinity, Inc. – Joyce Brummett, Melanie DePoy, Sue Schalk
Army Corps of Engineers – Greg McKay
City of Gary, Economic Development – Ben Clement
Clean World Engineering – Tom Blaszk
Environmental Protection Agency – Virginia Laszewski
FAA Airports Division, Planning/Programming Section – Prescott Snyder
FAA Chicago ADO – Bob Beauchamp
FAA Chicago ADO – Gregory Sweeny
Gary/Chicago Airport Authority Board – Pastor Marion J. Johnson, Jr.
Gary/Chicago Airport Authority Board – William Staehle
Gary/Chicago Airport Authority Staff – Bob Gyrko, Paul Karas, Jerome Woodard
Indiana Department of Natural Resources – Tom Post
Indiana Department of Transportation, Aeronautics Section – Martin Blake
Indiana Department of Transportation, LaPorte District – Don Abraham
Indiana Department of Transportation, LaPorte District – Jamile Smith
J.F. New & Associates, Inc. – Robert Wolfe
New Generation Consulting – Ken Ross
Northwestern Indiana Regional Planning Commission – Ken Dallmeyer

The Louis Berger Group – Peter Byrne, Peg McBrien
The Nature Conservancy – Paul Labas
TranSystems Corporation – David Hadley, Mark Walbrun
U.S. Fish & Wildlife Service – Elizabeth McCloskey

Sue Schalk of Aerofinity, Inc., opened the meeting by overviewing *Briefing Paper 1 Introduction*, *Briefing Paper 2 Purpose and Need*, and *Briefing Paper 3 Alternatives*. She presented the proposed improvements that are under review in the EIS.

Virginia Laszewski, representing the Environmental Protection Agency, stated that she would be providing verbal comments on behalf of the agency during today's meeting.

Overview Summary

Sue Schalk presented an overview of *Briefing Paper 1 Introduction* stating that for purposes of the environmental review, it has been assumed that the Gary/Chicago International Airport will continue to serve similar aviation users as those who use the facility today or have used the facility in the last few years, which includes charter, corporate and general aviation activity, with some scheduled passenger activity being resumed. Therefore, the environmental review has validated that the low growth forecast identified in the airport's 2001 master plan is appropriate for this environmental review.

Schalk continued the briefing by overviewing *Briefing Paper 2 Purpose and Need*, and discussed the details of each of the proposed improvements under environmental review. She stated that the Purpose and Need statement had been slightly revised since the last agency meeting to reflect previously received agency comments. Schalk reviewed the changes with the group.

Virginia Laszewski suggested that it would be beneficial to revise the last bullet of the Purpose and Need statement to clarify that improvements have been identified to meet the low case forecast. She also asked for clarification of whether or not the master plan forecast could result in the need to develop the areas being identified for future aviation-related development. Sue Schalk responded that any actual development of this land would require a separate environmental review, since it would not be required based upon low case activity levels. The area has been included for acquisition at this time to allow the airport to be proactive in assembling property that has been identified as needed for future development.

Ms. Laszewski referenced the first bullet of the Purpose and Need statement and asked for clarification of the areas identified as runway safety areas (RSA) and runway protection zones (RPZ). Laszewski suggested that the project drawing should illustrate the RSAs. Sue Schalk is to provide Ms. Laszewski with information on the actual measurements for the future RPZs.

Elizabeth McCloskey, representing the U.S. Fish and Wildlife Service, asked whether or not an "elevated" highway would be acceptable in an RPZ. Sue Schalk responded that it would be

acceptable so long as the approach surfaces cleared 17 feet above the roadway surface. Railroads must be sited to allow obstruction clearance of 23 feet above the rail surface.

Ms. Laszewski asked if there was a specific requirement for the length of the crosswind runway. Ken Ross, New Generation Consulting (retained by the Airport Authority for engineering services), responded that there is technically no requirement for a crosswind runway. If there is a crosswind runway, its length, like the primary runway, is driven by user needs.

Ms. Laszewski recommended that the Airport Layout Plan (ALP) figure from the most recent update of the Airport Master Plan be included in the DEIS to aid the reviewer in identifying the potential future airport projects that should be included in the cumulative impacts analysis for the current proposal.

Sue Schalk continued with an overview of *Briefing Paper 3 Alternatives*. She explained that the alternatives under consideration had undergone three levels of evaluation:

- 1) Does the alternative meet the Purpose and Need?
- 2) Does it warrant further consideration based upon its constructability and cost?
- 3) Does it warrant further consideration based upon known environmental impacts?

Alternatives that met these tests have been carried forward for further evaluation.

Marc Walbrun, TranSystems Corporation, overviewed the rail alternatives evaluation process. He explained that the initial concept was to identify an alternative that would move the railroads away from the airport so that there was no conflict with future development. Because of the intricacies of the rail operations, this goal has proven unachievable and therefore, a preferred alternative has been identified that allows the airport to achieve up to 8,900 feet of runway length, keeps the tracks as close to Cline Avenue as possible, can be achieved at a reasonable cost and has the least environmental impacts of the alternatives considered. TranSystems and New Generation Consulting are proceeding with preliminary engineering activities for this alternative to support the EIS.

Bill Staehle, Airport Authority Board President, expressed concern about the continuation of at-grade crossings in the rail relocation alternative that may delay passenger access to the airport. Ken Dallmeyer, Northwestern Indiana Regional Planning Commission, offered to host further discussions about the regional road system and access to the airport with representatives from INDOT and others.

Ms. Laszewski asked for clarification of the wetland impacts associated with this alternative. David Hadley clarified that the preferred rail alternative has the least known wetland impacts of the routes studied. Ms. Laszewski recommended that pertinent portions of the railroad relocation study be included in the DEIS to show wetland impacts of each of the alternatives.

Ms. Laszewski asked if during the public outreach process any groups have expressed concern about this alternative. Hadley responded that there had been more favorable comments about Alternative 1 (the preferred alternative) than any of the other alternatives.

Ms. Laszewski asked if any federal agencies were required to approve the rail relocation. Hadley indicated that representatives of the Federal Rail Administration (FRA) had attended prior agency coordination meetings, and asked that rail relocation alternatives not limit high-speed rail corridors. The FRA will be included as an agency asked to comment on this EIS.

Ms. Laszewski asked if the relocated rail route would go through the long-term cargo development area. David Hadley responded that it does but that is one of the trade-offs that had to be accepted to identify an acceptable alternative. He further explained that this could potentially resolve itself over time as future demand changes.

Elizabeth McCloskey asked if the Corps of Engineers had verified the wetlands delineation. Rob Wolfe, J.F. New & Associates, responded that their verification was in progress at this time.

Ms. Laszewski asked for verification that there was only one "build alternative" being analyzed. Sue Schalk responded that only one build alternative was being carried forward.

During open discussion, Ms. Laszewski asked for further clarification of the runway safety area alternative that considered the utilization of EMASS. Greg Sweeny of the FAA provided an explanation about the potential use of EMASS at airports. EMASS, however, would not be a viable alternative on the northeast end of the runway due to insufficient space between the runway end and the railroad. It would further be complicated by the passage of a perimeter road through the area, which would not be permitted with EMASS. The southeast end would be in a floodplain and adjacent to a river whose banks and riverbed potentially contain contaminated soils. Ms. Laszewski stated that she had hoped that EMASS could be carried forward as an additional alternative, but now understood why it could not.

Ms. Laszewski asked for clarification of whether or not ground access would be addressed in the Draft EIS. Sue Schalk responded that it would.

Ms. Laszewski stated that she thought the review matrices were confusing (Exhibit 3-1 and Exhibit 3-4) due to common phrasing used for two different runway improvements. Sue Schalk responded that she understood the confusion and that additional work would be done to clarify these tables.

Ms. Laszewski asked for clarification of why Midway International Airport is able to operate with a 7,000-foot runway and 8,900 feet is being proposed for Gary. Scott Snyder of the FAA explained that the need is based upon the current and anticipated users of Gary/Chicago International Airport. Many of the operations are anticipated to be conducted by aircraft that require the longer runway length. The types of aircraft likely to be used at Gary are older aircraft that have poorer performance capabilities than the newer aircraft in

use at Midway. Ms. Laszewski suggested that the write-up on this be strengthened, as she thought some members of the public might question the need for the additional runway length.

Ms. Laszewski asked if a benefit/cost analysis (BCA) would be included as part of the EIS. Sue Schalk responded that there would not be a BCA as part of the EIS, but that this would be needed before the projects were actually funded. Scott Snyder further explained that the FAA would not require a BCA for the safety components of the plan. Only capacity improvements will be required to be addressed in a BCA, providing a certain threshold level of discretionary funds are requested.

Ms. Laszewski commented that general air quality conformity should also be considered for the selected alternative. Peter Byrne, The Louis Berger Group, confirmed this would be addressed, and asked for an EPA contact for coordination of air quality issues.

c: All in attendance

Environmental Interest Group Meeting

October 21, 2003

Agenda

Meeting Minutes

Attendance List



51 S. New Jersey St., 2nd Floor
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AGENDA

PROJECT

Gary/Chicago International Airport EIS
Environmental Interest Groups Meeting

MEETING DATE

Tuesday, October 21, 2003
1:30 p.m. to 3:30 p.m., Central Standard Time

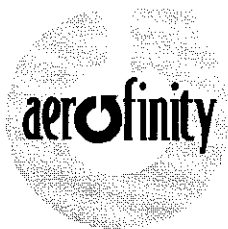
DISCUSSION TOPICS

- Review of activities since last briefing meeting

- Overview:
 - Project Background
 - Purpose and Need
 - Alternatives Analysis

- Alternatives for Detailed Analysis

- Open Discussion



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MEETING MEMO

MEETING

Coordination with Environmental Interest Groups
Gary/Chicago International Airport EIS

MEETING DATE

October 21, 2003, 1:30 p.m.

DISCUSSION SUMMARY

This meeting was held to update environmental interest groups on the progress of the Environmental Impact Statement (EIS) being prepared on proposed improvements to the Gary/Chicago International Airport. An attendance list is attached.

Sue Schalk of Aerofinity, Inc., opened the meeting by stating that the information being covered in this meeting has been reviewed with the group before. The rail relocation alternatives have now been narrowed from the four that were reviewed at the last meeting to one preferred alternative.

Scott Snyder of the FAA Chicago Airports District Office overviewed the Project Background stating that the EIS Scoping had taken place during 2001, existing conditions had been reviewed through 2002 with analysis being conducted in 2003. It is anticipated that a draft EIS (DEIS) will be published in late 2003, or early 2004, which will incorporate the rail relocation, being reviewed under a separate study, and the development of military facilities on the airport which are also being separately environmentally assessed. The goal of this study is to provide an EIS that allows the airport flexibility. The assessment is being conducted to take into account the worst-case scenarios for the alternatives being studied. It is important to note that the analysis is still fluid in that some alternatives may change if there are other options that can be accomplished more cost effectively, or with less environmental impact.

Sue Schalk continued the briefing by overviewing the Purpose and Need of the proposed improvements, and discussing the details of each of the improvements under environmental review. She stated that the Purpose and Need statement had been slightly revised since the last agency meeting and reviewed the changes with the group.

She emphasized that the proposed improvements fall into five categories:

- 1) Improvements to meet current FAA standards
- 2) Improvements to provide additional runway length
- 3) Railroad relocation
- 4) Landside improvements
- 5) Preservation of long-term options

She explained that there is a federal mandate to bring runway safety areas into FAA compliance. Greg Sweeny of the FAA added that the FAA is providing funding and has set a goal to accomplish compliance by 2007.

Landside improvements are needed to allow the existing terminal building to meet the expected demand through 2020. Areas identified for future development are being assessed for acquisition only. Given the long lead time necessary for major facility improvements, these areas have been identified and reserved on the Airport Layout Plan to accommodate higher growth in cargo or scheduled passenger service, should the need arise. Any development that takes place in these areas will require a separate environmental review.

These five levels of improvements have been assessed based upon the following:

- 1) Does the alternative meet the Purpose and Need?
- 2) Does it warrant continued consideration based upon its constructability and cost?
- 3) What are the environmental impacts?

Those alternatives that met these tests have been carried forward for further evaluation.

David Hadley of Transystems then overviewed the rail alternatives analysis. He explained that this is preferred alternative has been identified to run west of the airport. It has the least impact on the current EJ&E Railway operations, being only approximately 4,700 to 5,400 feet longer than the current rail length, and is the least expensive of the alternatives reviewed. The alternatives considered east of the airport provided the airport the opportunity to reach full build-out, but proved to be very cost prohibitive and had more environmental impacts. There is still some refinement of this alternative to be accomplished with regard to its impact on the airport's frontage road.

Sue Schalk reiterated that the goal is to publish a draft EIS before the end of 2003. There will be a public information meeting and a public hearing after publication of the draft document. A question was asked as to where documents would be available for public review. Sue Schalk explained that they would be available at NIRPC, the airport offices and public libraries. A suggestion was made that they be made available on CD. Sue Schalk agreed that they could be made available to the environmental interest groups in this format.

Rob Wolfe of J.F. New briefly overviewed the wetland delineation and the potential wetland impacts. He stated that there are approximately 50 acres of wetlands that may be impacted. There will be a mitigation master plan drafted as part of this project that will provide a

cohesive plan for mitigation as the wetlands are disturbed over time. He stated that all mitigation will not take place on-site.

Open Discussion then followed with the following comments.

A question was asked as to whether there would be one mitigation ratio, or if different types of wetlands would be replaced at different ratios. Mr. Wolfe explained that there would definitely be different replacement ratios.

Greg Sweeny of the FAA explained that FAA guidance states that mitigation should not take place within at least 10,000 feet or approximately two miles.

There was a comment that mitigation should not be focused on distances but rather on a set of objectives including safety, connectivity, distance, etc.

There was further discussion about this being an opportunity to do mitigation in a way that has a very positive impact on the natural resources of the area. There may be opportunities to partner with other mitigation programs in the area. It was generally agreed that these opportunities should be further investigated as part of the mitigation master plan.

There was also some discussion about the impacts on water quality. It was explained that there is an opportunity for water quality improvements in the area based upon the fact that much of the runoff will be coming off of areas that are currently contaminated and will be cleaned up as part of the mitigation plan.

The environmental interest groups will be notified of the availability of the DEIS and the date of the public information workshop(s) and public hearing as they are scheduled.

Environmental Impact Statement - Part Three

Environmental Interest Groups Meeting

October 21, 2003

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